

The

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Kong

Daily

Press

No. 9303 號三零百三十九第

日二十月九月三十日

HONGKONG, FRIDAY, OCTOBER 28TH, 1887.

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英華社

PRICE \$25 PER MONTH

SHIPPING.

ARRIVALS.
October 26, DEVONSHIRE, Dutch steamer, 1,164
Hothorpe, Java via Singapore 15th October,
General—JARDINE, MATTHEWS & Co.

October 27, GUY MANNING, British steamer,
1,819, Hall, Hamburg 31st August, and
Singapore 18th Oct., General—RUSSELL & Co.

October 27, ZAFIRO, British steamer, 675, G.
Taylor, Manila 24th October, General—
RUSSELL & Co.

October 27, STREATOR, British str., 1,307, S. S.
Milner, Liverpool 1st September, Penang,
and Singapore 20th October, General—
BUTTERFIELD & SWIRE.

October 27, YANGTZE, British steamer, 814,
Starling, Whampoa 27th October, General—
SIEGMUND & Co.

October 27, MEFICO, Chinese steamer, 1,336,
Lancaster, Newchwang via Chaco 22nd Oct.,
Beira and General—C. M. S. N. Co.

October 27, GLOMSTOL, British steamer, 1,044,
J. Daily, Manila 24th October, General—
BUN HIN & Co.

October 27, GHAZEE, British steamer, 1,764,
Johnson, Kobo 21st October, General—
GIBB, LIVINGSTON & Co.

October 27, PATROCULUS, British steamer, 1,386,
Thompson, London 7th September, and
Singapore 20th October, General—BUTTER-
FIELD & SWIRE.

CLEARANCES.
AT THE HARBOURMASTER'S OFFICE.
27TH OCTOBER.

Grayhound, British str., from Kobo;
Stentor, British str., for Shanghai;

Lorrie, British str., for Saigon;

Nardo, British bark, for Cebu;

Haitan, British str., for Swatow.

DEPARTURES.

October 27, BAYLTON DIXON, No. 1 str., for Ku-
chinchin.

October 27, MEESHO Chinese str., for Whampoa.

PASSENGERS.

ARRIVED.

Per Guy Manning, str., from Hamburg, &c.
—410 Chinese, from Singapore.

Per Zafiro, str., from Manila—Mr. H. Koeler,
and 12 sailors str. Manila, and 12 Chinese.

Per Stentor, str., from London, &c.—Col.
H. H. and Mrs. C. M. S. N. Co., from Singapore;

Per Lorrie, str., from Java &c.—Capt. Scholten,
and 11 Chinese.

Per Mefico, str., from Newchwang, &c.—7
Chinese.

Per Ghazee, str., from Manila.—55 Chinese.

REPORTS.

The British steamer Canso, from Manila
24th October, reports had strong monsoon
throughout.

The British steamer Zafiro, from Manila 24th
October, reports had fresh monsoon and clear
weather throughout.

The Chinese steamer Mefico, from Newchwang
via Chaco 22nd October, reports had strong
breeze from N.W. and fine weather.

The British steamer Stentor, from Liverpool
1st September, and Singapore 20th October, re-
ports experienced strong winds and heavy sea
during the passage from the Northward.

The Dutch steamer Devonshire, from Java
via Singapore 15th October, reports had moder-
ate breeze to Port Sapato; from thence to port
strong N.E. monsoon and rough sea. Passed
a blue funnel steamer on the 24th instant near
Macassar Bank.

The British steamer Guy Manning, from
Hamburg 31st August, and Singapore 18th
October, reports experienced strong S.W. gales
with very heavy weather after leaving port until
the Bay of Biscay was crossed. The remainder
of the passage has been fine throughout, with
the exception of the last 5 days before getting
into port, when a strong monsoon with high
heat was prevalent.

The British steamer Zafiro, from Kobo 28th
October, reports experienced heavy gales
with a heavy gale, wind hauling from E.S.E. to
W., how the ship to for 7 hours; shipped tremen-
dous quantities of water, flooding stoke-hole
and washing off hatch tarpaulin. At 4 a.m. on
the 23rd gale moderating, put ship on her course;
passed through Van Diemen's Strait at noon;
from thence to port strong N.E. winds and fine
weather.

WANTED.

A MANAGER FOR THE
TAKU TUNG AND LIGHTER COMPANY.

APPLICATIONS for this Position, to be
accompanied by original References and
Testimonials, will be received at the Head Office
of the Company, Taku.

The Manager will be stationed at Taku, and
will be required to order the movements of
the Company's Fleet; to superintend the Dock-
ing and Repairing of the same, and to keep the
records and accounts of the Company at Taku.

First Class Testimonials and References will
be required. The Salary is Mexican \$300 per
month.

All communications to be addressed to the
Secretary.

By Order of the Directors,

W. H. FORBES,
Secretary.

Tientsin, 14th October, 1887. 1888

C. CUTTER, P. A. PALMER & CO
OF LONDON, BORDEAUX, CAMAGUA, BOMBAY,
MADRAS, LAVONG, KUEHLER & CO.

Are represented in China by
MESSRS. JARDINE, MATTHEWS & CO.

—LANE, CRAWFORD & CO. & by
H. B. RETNELL & CO. in Japan.

Subjoined are some of the items consigned by
these well-known Shippers.

SPRINGS.

COGNAC.—The popular "Star" quality and
best.

COGNAC.—The well-known "2 Star" quality,
WHISKY.—SCOTCH, in Heart-shaped bottles,
a speciality.

WHISKY.—SCOTCH, in Ordinary bottles.

The "Glenlivet" Whisky in round bottles.

The "Square" bottle Whisky of Major John-
stone.

The Celebrated "CARLTON"—11 years old.

WHISKY.—IRISH, the best selected, very fine.

N.B.—All the above Spirits are of excellent
quality, and are recommended.

WINES.

For Invalids, POET & SIEVEY—Very
Superior and reliable. AMOKOZO, MANA-
ZILLA, & PALE DRINK, SIRUP, distin-
guished by the name of "SIRUP".

WINE MERCHANT, SHANGHAI
AGENTS.

NOETON & CO.

MAINE HOUSE, QUEEN'S ROAD.

London, 1st October, 1887. 1893

NOW READY.

THE KUNG HO CHI TU WALTZ,

THE FEI HO CHI TU WALTZ,

THE CHI TU WALTZ,

afforded by our nephew the Sultan of the State of Johor, by whom we have committed an offence, refusing the Agreement, we now, with all love and affection, express our great regret to the Government of His Majesty the Queen, to our beloved friend Mr. Clifford, and to our beloved friend Mr. Edward, for any want of respect which we have shown to them, and we ask that our mistakes and our folly shall be pardoned, and we are much obliged to our nephew the Sultan of the State and territory of Johor for his assistance to us in interceding for us to the representatives of Her Majesty the Queen, and for having pointed out to us the offence. And we are now ready to make amends, and we will receive Mr. Clifford, who will bring it, with special honour. And moreover we will run up the British flag and salute it with 21 guns, and will afterwards hand it back to Mr. Clifford together with the Agreement, in order that he may take it to our beloved friend, your Excellency.

12 Muharram, 1805.

OVERLOADING AND UNDERMAN-

NING OF STEAMERS.

Mr. C. D. Korn, Secretary of the Straits Insurance Co., writes as follows to the *Scouts*:— "I have noticed several letters lately in the local Press calling the attention of the public to the growing evil, viz., the way in which steamers are allowed to leave this port, not only overloaded, but with insufficient officers and crew. I hope that the writers do not sign their names, in full, as they will be liable to the above, it is always well to know what authority they have for their statements."

The latter are in accordance with facts. I have no hesitation in confirming. I am comparatively a new arrival in the Straits Settlements, but since I have resided here, I have had in my service as secretary to a local Insurance Company, many opportunities of hearing and seeing what is going on. I am anxious to publicize and distinctly assert that the immorality of proper supervision and attention to the lives and properties of passengers is causing steamer owners to overload their vessels more and more, and to sent them to sea undermanned, in a manner that would just be putrid in most ports.

Owners of ships interested in these steamers, may regard the above statements as having a remedy in declining to accept risks by sea, unless that is precisely what they are able to do. The vessels are passed by a surveyor, and for one or two voyages may load in a reasonable way, then they begin to load lower and lower, officers are shifted, crews reduced, and every thing is trusted to Providence. How many of the local steamers are navigated at sight by a Malay "gunner" or "junkie"! It is physically impossible for the sole "gunner" on charge of the deck for hours, to keep an eye on the insurance offices, who are kept in ignorance of what is going on, and so long as collisions or strandings are avoided, the evil continues. The day is not far off when another "Belle" collision must occur, and underwriters may make a few inquiries about the working of the steamers, which will be particularly unpleasant for all concerned."

It is not perhaps known to most of your readers what precautions are taken in the neighbouring port of Hongkong. Two surveyors are constantly on the watch boarding and reporting every vessel that enters the port; these reports are at once circulated amongst the insurance offices (who subscribe to the surveyors) and no favour is shown to any steamer or ship that is found wanting in any respect. The surveyors are not to be blamed, it is a well-known fact that some of the recent reports, omitting the names of the steamers, which are well known here, and whose delinquencies are not exposed locally.

— This vessel is insufficiently manned; requires 3 more A.B.s, a boatswain, and two firemen; decline to蒸.

— This vessel is insufficiently manned; requires 3 more A.B.s, 1 boatswain, and 1 lamp-trimmer, decline to蒸.

— This vessel encountered a typhoon on the 17th instant and sustained considerable damage, which should be made good before leaving port; decline to蒸.

— A well-built vessel with proper complement of men, a good risk; requires 4 more A.B.s, 1 boatswain, and 1 fireman.

— No. 2, a steamer belonging to owners who require 2 more A.B.s, because the Captain had not a second mate.

These extracts are made from reports in the Hongkong during the past fortnight; in many cases the agents of the best steamers take steps at once to remedy the evil, in others the vessels leave undermanned; the insurance offices, however, have had the warning and can do as they please. Hence, steamers may leave for China with one half hand and no one to be the wheel; the risks are so great, and the cost of getting a steamer to a total one, and proofs are impossible to obtain.

I presume this state of things will go on until a disaster takes place of a worse character than the *Belle*; the Straits and adjacent waters are getting more crowded every year, and notwithstanding these facts, steamers are allowed to ply in these narrow seas without any attempt at supervision on the part of our supine authorities.

FALL OF A SEVENTY-TON METEOR IN NEW BRUNSWICK.

FREDERICK (N.B.)—17th Sept.

Nothing has created such excitement throughout the province as the fall of the meteor Wednesday evening at the Grand Junction. The junction is sixty miles east of Fredericton, a party of gentlemen who went Thursday to investigate the story of its fall returned this afternoon, and give additional information. Macmillan is a little town of 400 inhabitants on the St. Croix River. The Brunswick and Canada and the St. John and Maine railroads join there, making it quite a trading place. Directly to the north of town about half a mile away is Mount Prospect, at the foot of which is a farm belonging to the Brunswick road, used for storing wood fuel. Five hundred feet away from the spot are situated the five dwellings of the Yarndales, his two assistants, and two farmers, Peter Dugan and Pierre Lamont. These two men were at home on Wednesday night, the farmer having called on his neighbour, who told him about some lightning, when a sight occurred that severely deprived them of their senses. The sight was a few clouds being in the zenith, although quite a heavy bank of them by along the southern horizon. Lamont had just looked at his watch and reported it was 7:55 o'clock, when both were startled by a peculiar bright light that lit up the entire place. It rapidly grew denser, and made a landscape for miles around plain as day. Looking rapidly to see the cause the men glanced up and saw what was at once immediately above their heads was a bright ball of fire moving from the west. It was advancing rapidly, and soon a sharp, hissing sound was heard, rapidly deepening into a roar like a moving train, which in a few seconds became deafening. The mass was rapidly revolving, giving off thousands of sparks like molten iron, and the heat was intense, so that both men fell to the ground, while a certain jarred the dishes from the table, indicating that the earth immediately in front of them. The heat was blistering, and set fire to and destroyed in a few moments the unoccupied but of wood-chopper that stood twenty feet away. The building had only been deserted a few days, and had only been in use if it could never have existed. It had been nearly out of sight, but kept a glowing red for a few moments, and is still smoking hot and looks like a piece of brown sandstone, and must weigh at least several hundred pounds. It is made of iron, and is still smoking hot.

On the 20th July, 1812, while Napoleon was advancing with the impious host which he had gathered together for the invasion of Russia, a comet was discovered at Marseilles by Pons, that most successful of all comet-hunters. It was the nearest the sun the very day on which the conflagration at Moscow broke out, while the capital was in the hands of the conquerors. From April 10th to May 10th, while Napoleon was marching through France for his retreat, but short-lived empire after his brief sojourn, the Bremen astronomer, Olbers discovered a comet as a "pasty" overcast at Elba, the Bremen astronomer, Olbers discovered a comet which was nearest the sun on the 26th of the following month (April). Both these comets have since their discovery been found to be very bright, and the former in the period of about 72 years. And both after some time, a period after their first discovery, were detected again. 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